FROM: P. O. Box 9007
Berkeley, CA 94709 USA

First Class

To:

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FIRST CLASS
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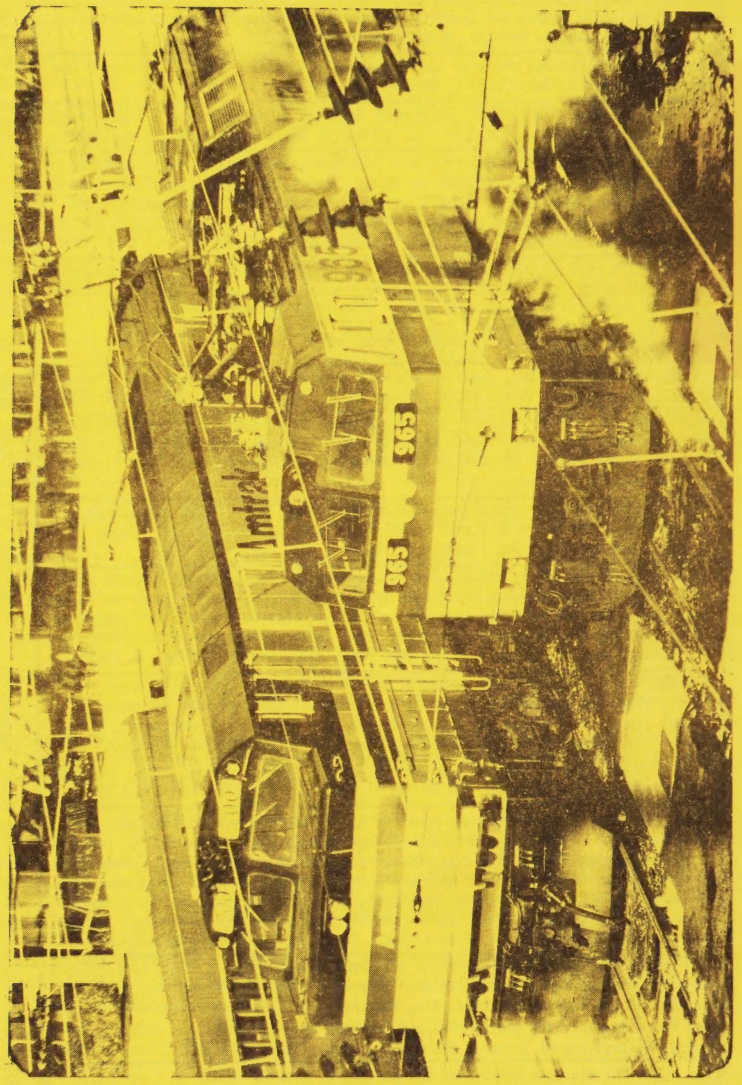
PERMIT 1083
BERKELEY, CAL.



RAIL TRAVEL NEWS

40¢

VOL.6 NO. 3
FIRST ISSUE OF
FEBRUARY 1976
#125

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COST OF ENERGY: TRAINS A "WASTE OF MONEY"?

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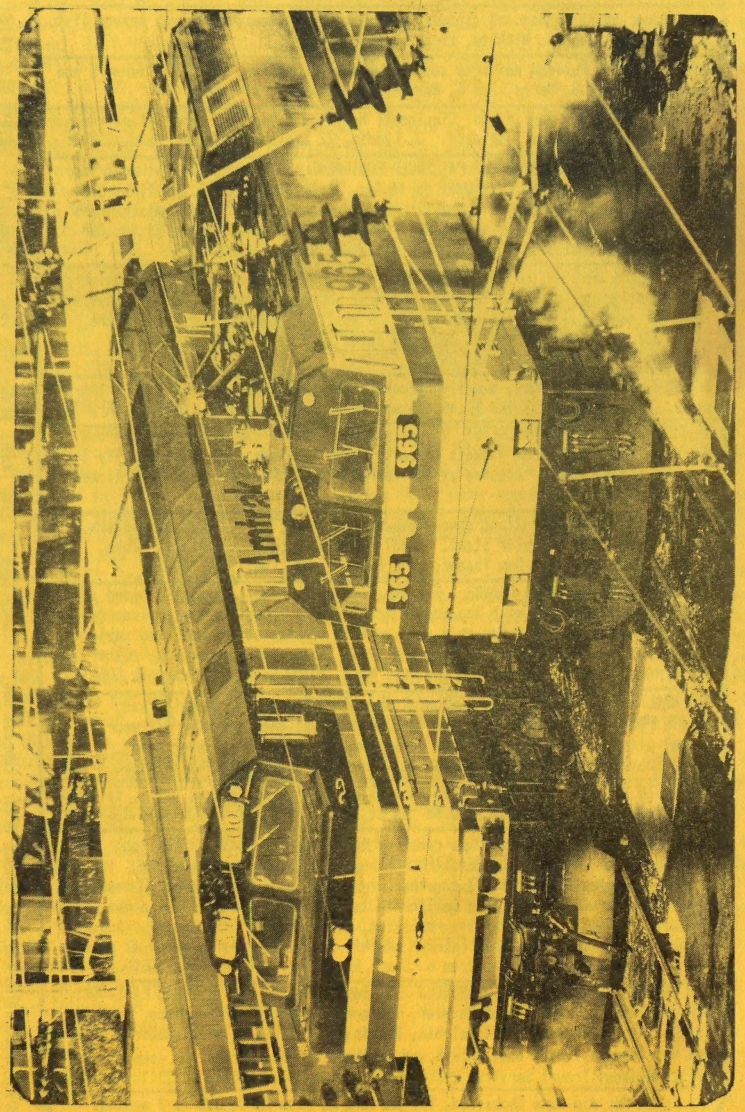

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Wyly Corporation
Dallas, Texas

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Donald MacInnes
Richmond, Virginia

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bound trip. In addition to the poor food quality, the amenities have virtually disappeared. The graceful glass water pitcher, so familiar to the seasoned ferroequinologist, has been replaced with an ugly plastic jug. Cutlery is of the airline variety; cloth napkins and flowers are seldom seen. Perhaps Amtrak should revert to long meal stops so that passengers could seek an alternative to the "food service car."

Christopher Anderson

Philadelphia, Pennsylvania

Amtrak is facing considerable difficulty in getting people to ride its trains. One problem, its management has pointed out, is that Amtrak had inherited cars and locomotives up to 35 and 40 years old, and this equipment was competing with jet planes, modern buses and late-model automobiles. However, some of the difficulties could originate in the management. High fares have about ruined business on the Portland-Seattle run. The roundtrip bus fare from Kelso to Portland is $3.50 while Amtrak charges $7.00.

Henry Korman

Longview, Washington

As a perishable traffic manager as well as a railfan, I must inform you that all US railroads but the Long Island will, with full ICC approval, have thrown away the transcontinental fresh fruit and produce business. This was an exemption from their latest rate hike request, but the ICC allowed a change from a per car rate to a hundred weight basis that makes for a 70% increase. Eastern shippers who load empty reefer cars on a 2 or 3 for one basis will be out of luck when these cars stop coming in. For every 1200 cars leaving central California daily during the summer, 2 to 3 times as many MORE trucks will have to be used. Truck rates on interstate produce are <u>not</u> subject to ICC regulation; in the off-season they are only slightly more than rail rates from the West and less than those from Florida <u>in</u> season. Trucks use 3 times more diesel fuel than the railroads to move the same load! A 5-axle tractor-trailer with 45' of load space costs $50,000, lasts 5 years, takes 4 days with 2 drivers to cross the country, and holds 21,000 lbs of fruit. A 50' mechanical refrigerator car costs about the same in 1976, lasts 20 years due to less use, takes 7 days to cross the country, but can carry 138,000 lbs. However, maximum loads of certain perishable commodities range from 40,000 to 90,000 lbs. No railroad has built any such cars since 1972.

This nation can ill afford to have all fruit and produce move by truck in view of the limited oil supply and the greater resulting highway congestion. This example of transport malpractice will affect many times more people than Amtrak. Let's make a loud noise to the politicians this election year before it's too late.

Robert A. Brown

Newbury, Massachusetts

Your correspondent William K. Viekman (1st Jan issue) describes the bus as "the vehicle of last resort for the average American." This carries me back exactly 24 years, to February, 1952. I was California-bound on vacation and, wishing to ride the old mainline over the Siskiyous before that part of it went "freight-only," I had boarded at Portland the overnight local for Grant's Pass, starting point of the Siskiyou train. Stepping up my "Special Coach" to Pullman promised to be a costly business, so I took the day coach, a primitive example of a reclining chair car, which had had its heyday in the twenties. As this train was slower than the buses, I hadn't expected to see many passengers, but at least two dozen turned up, and apparently revenue passengers at that. And the remark of one lady sticks in my memory: "I don't travel on this train because I like it. Not a bit of it. I travel on this train because <u>it is one degree better than the bus</u>."

T. H. S. Goodlake

Vancouver, British Columbia

I read with interest the article "DC-Denver" in the last issue, and would have to agree with Mr. Ehm that using B&O all the way and UP from Kansas City would be the best way. For the Denver-La Junta service, perhaps the present Denver drop cars of the SFZ could make a roundtrip between Denver and Pueblo. In the 1960's there were drop cars that operated to Colorado Springs from the DZ, so I can't see why that wouldn't work, and allow for better operation of this new train.

Also I read Dr. Monaghan's letter (1st Jan issue) and was wondering why they don't work for a daily operation of the INTER-AMERICAN as a Chicago-St. Louis-Dallas-El Paso-L.A. train. That way Amtrak would have Chicago-Arizona service and Dallas would have its west coast service. The route would be only 250 miles more Chicago-L.A. than the present SOUTHWEST LIMITED.

Lane Sands

Sioux City, Iowa

Mr. Ehm missed the first and most obvious defect in Amtrak's DC-Denver routing. The B&O routing is just about the most sparsely populated route anyone could think of. Going across Ohio that way is a real trip to nowhere other than Cincinnati. It's getting so that all new Amtrak routes have to converge on Cincy for some reason. Why not a RILEY connection via Columbus?

Robert Clark

North Port, Florida

BICENTENNIAL: FREEDOM OF MOBILITY

It's considered "in" these days to pooh-pooh the Bicentennial celebration as corny. Surely a lot of the fuss is pure corn and less a celebration than a promotional gimmick for vendors. But this is no reason for throwing out the baby with the bath water. We propose instead to use this birthday event for rededicating ourselves to the spirit of freedom that inspired the fathers of this country.

Like a child growing up, our country has stages of growth and development. The first two centuries might be considered ages of expansion and of development. Now as we begin our third century, why not name this era one of maturity and humanization?

Having reached the pinnacle of technological development, our society seems to be turning into a bored, frustrated, dehumanized pack of savages run by bureaucratic machines and low in feeling of personal worth and control of one's own destiny. It's time to take the opportunity that our vast wealth of material goods and human resources provide, and turn our knowledge and energy toward forming ourselves into a society devoted to the richness of human values--to pride in oneself and compassion and courtesy for one's fellow man.

We want to consider two themes in particular: the first of these is bigness. When our country was young, bigness was not the threat that it is now. Today we are harassed by big government, big corporations, big bureaucratic machines, big budgets, big military weapons that threaten our status as individual humans. We can't individually cope with these things, and we lose our feeling of controling our own destinies. Why not especially devote the coming time in our history to reducing big harassing things to a more human scale? We could work on things like breaking up big oil cartels, big automobile corporations, big media monopolies that stifle our individual independence. In particular, in government we could work for our governmental servants to stop thinking in terms of big quantities and pay more attention to the effects of governmental decisions on individual humans. Now, this is itself a big order, but if we can go to the moon we can accomplish this too if we set our minds to it. That man in Washington is there only because we let him--he works for us, and not us for him. And if it's the other way around, then he's not obeying the Constitution that our country's organization is based on.

The second theme is mobility. Our government has formally identified certain freedoms that the citizens it works for are guaranteed. But it has not yet formally identified mobility as a freedom guaranteed to Americans. It is easy to overlook this factor so important to our free lives; it is so obvious that one doesn't perceive it. Additionally, it wasn't until very recent times that there was a real threat to the mobility of individual Americans. In the near past, the transportation system that provides our mobility was much more flexible than it now is. It was built more to human scale, was less intrusive upon the physical environment that supports us, and provided relatively more modes of transportation than we now possess. The system was probably at its best--its classic phase--in the late 1920's to mid-1930's, and has been in a state of decline ever since. Our present transportation system is on the verge of collapse, tho it is still possible to rescue it, and there are some hopeful signs that we may be turning back from disaster in some corners.

Now it seems to us only logical and fitting that we could expect the United States government to recognize formally the rights of all Americans to physical mobility (just as it has recently been paying attention to the need for mobility among handicapped people). And we should expect that when the government makes decisions that importantly affect our transportation system, it should take into account their impact upon the mobility of affected individuals, just as it now must examine the environmental impact of its plans.

If you don't think transportation is all that important, or think our transportation system is alright as it is, consider this: what activities does the "average American" spend the most time at? In declining order, we'd say sleeping, watching television, and sitting (or standing, crouching, etc.) in transportation vehicles. The amount of time we spend "going places" must account for an enormously important percentage of our waking lives.

Consider that in the course of just a few years, millions of Americans changed from doing all their cross-country travel on rails to doing almost all of it in airplanes and cars. How can we measure the profound effect on masses of people of this sudden cultural change? Is there any relation to the fact that the death rate from heart disease and strokes skyrocketed during this time? (Some Swedish scientists have found that automobile travel under some conditions creates "serious health risks" aside from the hazards of highway accidents.)

Take a population of people stuffed into cars and airplanes instead of vehicles that allow them to operate more humanly, and you have a population of nervous, ailing people, feeling distraught and inadequate, cranky with their neighbors, and irritated with government. We feel the forms of our physical mobility are very important.

AMTRAK INSTITUTES A U.S.A. RAIL PASS

Amtrak announced on Feb 19 that it will try out an experimental U.S.A. Rail Pass (pronounced use-a-rail) for citizens of the U.S., Canada, and Mexico, for a 2½-month period starting March 1. The pass will be good for unlimited coach travel (except Metroliner) on the Amtrak system, and will be available in three varieties: 14 days of travel for $150; 21 days for $200; and 30 days for $250. Children aged 2-11 can obtain the pass at half fare. Effective March 15 the pass will be honored also by Southern Railway. Passes can be purchased from March 1 thru May 15 during this experimental period, and travel must begin within 15 days of purchase. Since passengers traveling on the pass must have a ticket for conductors to collect, it is necessary to obtain tickets for rail travel prior to starting a trip, altho there is no charge for them once the pass is obtained. There is likewise no charge for seat reservations, where required, unlike European travel on the EurailPass. Patrons have the option, Amtrak said, of stepping up their travel to first class or Metroliner class by paying the difference between coach and the higher class fare, using the Rail Pass. Amtrak said that many (especially rail fans, who might start contests for the amount of travel squeezed out of a pass) have urged the move on the rail corporation, and it hopes to increase revenue during the off-season with the new pass.

A FRIDAY-THE-THIRTEENTH DERAILMENT OF THE RILEY

Amtrak's westbound JAMES WHITCOMB RILEY derailed at 60mph near Huntington, West Virginia, on Friday, Feb 13, with no injuries sustained. Following the accident, the Chessie System placed a 50mph speed limit on Amtrak's SDP-40F engines on its rails, claiming that the units are defective. Amtrak said it was convinced that bad Chessie track was to blame for the derailment. It defended the locomotives, calling the SDP-40F "one of the safest ever built." With the low speed limit in effect, Amtrak was forced to move E8 units onto the train in place of the newer EMD models, in order to maintain the usual speeds. Amtrak took E8 units from the Newport News connecting train, substituting a bus for that short run until it could move other E8's onto it (the connecting train resumed operation Feb 19). Amtrak said there have been three accidents on Chessie System tracks in about the last year: the RILEY derailed on Jan 31, 1975 due, Amtrak said, to improper installation of a locomotive part. It derailed again on Jan 30, 1976 at Shandon, Ohio at 60mph, and near Huntington on Feb 13. Amtrak said the last two derailments were attributable to Chessie track, which is deteriorating. In the Jan 31 accident, 7 of 10 cars derailed, slightly injuring two passengers. In the Feb 13 derailment, 5 cars left the track at a crossing. Forty passengers aboard the train were taxied to Catlettsburg, KY and placed on the MOUNTAINEER.

In other rail accident news, Chicago-Milwaukee train 323 hit a paint truck on Jan 7 in Chicago's north side, killing the truck driver. On Jan 26 the BLACK HAWK, train 371, was hit by an auto near Irene, IL, doing minor damage to RDC #11, and leaving the motorist in serious condition. The STATE HOUSE, train 305, struck an auto containing two teenage couples, killing all four occupants. The accident occurred at Pontiac, IL on Jan 19, at a rural highway crossing, when the auto failed to stop for the train. Damage to the 7-car conventional train was estimated at $3600, and $250 to track.

TRAIN RIDERSHIP CONTINUES ITS UPWARD CLIMB

Continuing its late-1975 climb, in line with the lessening of recession conditions in the last part of the past year, ridership of Amtrak trains showed another increase in December, over December of 1974. Overall, ridership was up 5%, from 1,382,523 passengers in 1974 to 1,449,365 in the last month of 1975. First class ridership went up 2%, from 41,933 to 42,619, while coach class increased 5%, from 1,340,590 to 1,406,746 (see 1st Jan issue for comparable Nov figures). For the year 1975 as a whole, ridership was off 6% from the year 1974, with first class down 13% and coach down 6%. Amtrak carried a total of 16,108,639 passengers in 1975, as against 17,183,274 in the year 1974.

Total December ridership figures of major Amtrak trains were as follows, in descending order: COAST STARLIGHT 37,824; EMPIRE BUILDER 33,916; SOUTHWEST LIMITED 29,034; BROADWAY LIMITED 27,649; SAN FRANCISCO ZEPHYR 27,588; NORTH COAST HIAWATHA 26,409; LONE STAR 25,170; LAKE SHORE LIMITED 21,646; NATIONAL LIMITED 16,219; PANAMA LIMITED 14,897; FLORIDIAN 13,839; MONTREALER 12,836 (not including Corridor-only passengers); JAMES WHITCOMB RILEY 12,822; SUNSET LIMITED 9,169; ADIRONDACK 7,958; MOUNTAINEER 5,621; INTER-AMERICAN 3,213. The New York-Florida trains carried a total of 67,226, but Amtrak does not break these down by individual trains in its summary.

For the year 1975 as a whole, the COAST STARLIGHT carried the most passengers--374,710, with the EMPIRE BUILDER handling 308,633, the BROADWAY LIMITED 299,444, the SOUTHWEST LIMITED 272,920, the SAN FRANCISCO ZEPHYR 264,946, the LONE STAR 255,881, the NORTH COAST HIAWATHA 230,151 and the PANAMA LIMITED 174,014. The Florida trains carried a total of 740,128.

CANADIAN RAIL CRISIS

Last issue brought the news of the Federal Governments's Jan 29 plan to cut back rail passenger service. Here we present more detail on this topic.

In presenting his plan to the House of Commons on Jan 29, Transport Minister Otto E. Lang employed a number of phrases familiar to those who have read the jargon that issues forth from the U.S. DOT. For example, "other forms of transportation, primarily the automobile, have proven more attractive to the public." And "bus and air transportation can often provide the public with better quality and more frequent services at lower cost." And "subsidies provided by the Canadian public are proportionately higher for passenger trains than they are for other forms of transportation." And "in roles where passenger trains are poorly suited to the market or poorly patronized, our intention is to encourage

Rail Canada

other modes to replace them." On the other hand, he also referred to "the ability of trains to carry large numbers of people, to require minimum amounts of new land, and , if well patronized and efficiently operated, to make good use of energy." And in announcing that the railroads themselves would be expected to make the required improvements in service, Lang warned that "If the attractiveness and efficiency of service is not improved rapidly, we will have to consider another organization to provide rail passenger service in Canada." The allusion to "another organization" was apparently a reference to the "Cantrak" organization promised in his party's election platform. Lang clearly placed the burden of proof of the need for trains on the Canadian public: "Procedures are being established to determine the public's interest in improving these services."

The rebuttal to Lang's presentation was heated. Member Jack Murta of Lisgar was the first to reply: "...I think we can say, firstly, that the statement just read by the minister is a flop. In my opinion, the government certainly has attempted to gloss over, in this statement, its real aims and objectives. I think this statement is significant for what it does not say, rather than for what it does say." Murta charged that the government had "accepted the status quo" as its rationale for the program. Murta said that was unacceptable, and criticized the feds for failing to mention purchase of new equipment except for the $100 million promised last year, to be spread over five years.

At this point Murta entered into the record some quotes from a confidential cabinet document which outlined the government's plan for rationalization of passenger service, based on three elements: the single transcontinental line, an improved central network between Quebec and Windsor, and a single main route to the Atlantic provinces. The document warned that the western and maritime regions may "express concern that central Canada is to be benefited preferentially" to which Murta added, "I think that may be an understatement" (to cheers from his fellow Members).

Continuing his quotes from the confidential document Murta read: "These services to involve the reduction or elimination of sleeper cars unless at full cost recovery rates and/or the use of railway hotels to the extent feasible to minimize the sleeper car problem." To which Murta added, "This is ridiculous, and the minister and MOT officials should know it." ("Are they going to put wheels under the hotels?" chimed in Member R. Gordon L. Fairweather of Funday-Royal at this point.)

Murta continued, "What is indicated is that ultimately, if we are going to travel on the railways, we will certainly be staying at railway hotels. Running through the document is a direct indication that the government has made up its mind to downgrade rail passenger services, and that downgrading appears to be a psychological expression of the kind of thinking at the present time in the Ministry of Transport." Murta reminded the House that "On June 18, 1974, in Cornwall, the Prime Minister announced that the Liberal government, if re-elected, would take over all national passenger services operated by CNR and CPR. The Prime Minister talked about forming a corporation and a piggyback service on our transcontinental line. I submit to you, Mr. Speaker, that the government had no intention whatsoever of implementing these kinds of proposals. These were strictly political window-dressing to seduce voters at the time of the last election."

Criticizing further the MOT's policies, Murta stated: "We in thiscountry are apparently to have airports coming out of our ears. We spent $1.45 billion on the airport at Mirabel. Although the Pickering airport was scrapped, or has been postponed, it was going to cost us another $400 million. The Malton terminal 2 building cost us $42 million in 1973 and a prking extension cost us $125 million. We have all this, yet the department is not putting any money into existing facilities in order to fix up rail passenger services in this country.

"STOL is a perfect example of the kind of blind-headed philosophy the Minister of Transport and the government have at the present time. It is running at a deficit, and would have been running at a much larger deficit were it not for the fact that civil servants have been instructed to use this facility between Ottawa and Montreal.

"The minister mentioned the user pay concept this afternoon, and I suggest we will hear a lot more about this concept in the future. The minister, his deputies and officials in MOT should know that there is no form of transportation, no matter what it is, that operates on a strictly user pay concept, and to single out railways and railway passenger service is a redherring. To do that in this case is totally unrealistic and I do not believe the Canadian public will swallow it."

The Lisgar Member concluded with the warning: "the government will regret the day it made this kind of a decision, for two reasons. First, there is the energy aspect and, second, there is the pollution aspect. Neither the minister nor anyone else can deny that the most efficient use of energy is for a reasonable, efficient and comfortable train system in this country. As we move into the latter part of the 1970s and the early 1980s, pollution will become more of a problem. I predict that within ten years we will come to the House of Commons and ask for a revitalized railway program something similar to the program which the Americans have at the present time. At that time, such a program will cost us hundreds of millions of dollars and we will have wasted much time, talent and energy.

"I would hope the Canadian people would react somewhat violently to the proposals of the minister. In my opinion, the government has made the decision to cut down rail passenger service and will ask the CTC to ratify that decision through some kind of democratic process such as the minister described. This certainly will not be acceptable to this party."

An equally heated and critical reply to Lang came next from Member Les Benjamin of Regina-Lake Centre: "The minister says that the subsidies provided by Canada are proportionately higher for passenger trains than for other forms of transportation. That is a lie." Benjamin strongly criticized the user pay concept as being applied only to railways: "If that is true (that the user should pay), we not only kiss the railways goodbye but I ask the minister whether he is now saying that the users of Air Canada, CPR and the other airlines in this country will pick up the $600 million deficit, which will be the case for 1974-75, for the provision of air transportation services by the Government of Canada. Is he also saying that the users of buses, which the government and the experts in the minister's department claim are paying their own way, will now be required to pay their own way? For example, there was a deficit last year of $1.2 billion, in terms of revenue received and cost paid for the highway system in this country. So if the users are to pay, the minister has more bad news for many people.

"Is the minister saying that the St. Lawrence Seaway deficit will be picked up by the users only? Is he saying that the tens of millions of dollars in deficits in the operation of our harbours and ports will now be picked up entirely by the users? Mr. Speaker, if you think there was a mess before under the former minister of transport, can you visualize what is coming?

"...transportation is an essential public service which everyone has to use. This service can no longer by operated under 19th century concepts of profitability, commercial viability and competition. That has gone out of style and out of existence; it is irrelevant and obsolete... competition and profitability have no place in a decent society which needs transportation services to meet the need of the population." Benjamin called for a publicly owned, controlled and operated transportation system, and concluded that "all other modes of transportation must be integrated with, and ancillary to, the essential ingredient in our transportation system, namely, the railways... The announcement made by the minister today has provided no assurance that anything will be changed. To the contrary, it will increase the amount of terror in the minds and hearts of the people of Canada in terms of what is in store for them regarding the provision of transportation and what it will cost them."

* * *

CANADIAN RAILWAY LABOUR Association recently submitted a statement to the House Committee on Transportation and Communications. The document argued for a large-scale expansion and modernization of rail passenger services in Canada. The CRLA called failure to provide such an expansion "a disaster of epic proportions--a mistake that would send its harmful rippling effects far beyond the transportation system to create a melange of social, urban and environmental problems." The report was highly critical of the "anti-rail" bias of the MOT: "While admitting that trains hold tremendous advantages over the other modes in land and energy conservation, in degree of pollution, in capacity, in comfort, and in safety, the MOT mandarins want to scrap them because they don't make money. This incredibly narrow, short-sighted view disregards all the broader social benefits of train travel, while making unfair cost comparisons that ignore the vast indirect subsidies enjoyed by the other modes."

CN WAS REORGANIZED into 5 separate divisions as of Jan 1, much along the lines taken by CP several years ago. The new divisions are: CN Rail; CN Trucking & Express; Grand Trunk Corp. (U.S. operations); CN Telecommunications; and CN Passenger Service-Hotel-Tower. Vice Presidents were named for the first four, with a passenger VP to be named "later."

The Readers Comment

MORE EXCERPTS FROM OUR SECOND READER TRAIN RATING SURVEY

COAST STARLIGHT

"Train was clean, punctual, and enjoyable. Even restrooms were still clean even tho train had traveled 1261 miles. My reserved seat was reserved! But others found their seats occupied and had to search for empty seats. Coach and first class should be divided like on the SOUTHWEST LIMITED--a dome lounge for first class, regular lounge for coach, and two dining cars. PSR's should be put back on board this train. Lexan windows beginning to scratch. Overall a good train" (Jeff Cole, Carpinteria, CA).

"Conductor very pleasant indeed! We should protect him with anonymity; his cordial manner is almost certainly a serious violation of SP's passenger policy. Diner chaos minimized by issuing numbers to parties to insure orderly and fair service. Southbound the harassed steward bounded in and out ot the club-car-holding-pen and shouted names. The numbers are more impersonal, but appear to have worked better" (E. Harry Beltzig, Salinas, CA).

"This train continues to be unpredictable in quality of service and degree of comfort. This trip made me want to say the train is perfect in all respects, but past experience, only 2 weeks ago, indicates problems when the train has more than the 150-odd aboard this evening south of Oakland. Much food runs out the second day, and there are still several curt, fantastically rude waiters and coach porters... A/C fails in about one-fourth of the coaches with regularity. More employees are needed at the L.A. phone answering center--it's impossible to get thru between about 11am and 10pm many days. How much business is being lost this way?" (Roger Hooson, Santa Cruz, CA).

"Really doesn't get treated like the crack train it ought to be. Dining car was nothing special, the crews seemed unhappy, and on occasion this spilled over into neglect or discourtesy for patrons. On one diner, crew and steward were constantly and openly bickering with each other. Most unpleasant!" (Ian Daley, New York, NY).

"Needs dome cars. Should also resume SHASTA DAYLIGHT/LARK run. Suitcase put off at Oakland by mistake, but baggagemaster at Portland and Seattle put a tracer on it and recovered it. Genuine concern for my inconvenience. Needs cafeteria-style food service" (Jon Porter, Sunnyvale, CA).

"Not a bad train at all. Dining service very good and waiters attentive. Lounge car northbound had broken A/C--sweatbox. SP main line in Oregon in great shape. Smooth ride all the way. Klamath Falls station in state of disaster. No ticket agent anywhere. Buy your ticket at the SP freight office. Waiting room filthy" (Frank W. Tobey, Clatskanie, OR).

"Air conditioning not working in lounge car--must have been 120°. Diner closed after breakfast so the only place for refreshments or meals was the lunch counter diner. The service on that car was the worst I have ever seen... The train should have a dome" (John W. Henderson, Pacifica, CA).

"We had one of the best waiters I've had on an Amtrak train, tho the steward was a bit brusque in herding crowds into the adjacent lounge to wait for dinner. If a dome is impossible for the train, at least give it an observation" (Al Crossley, Groton, CT).

FLORIDIAN

"I cannot understand why people complain about this train! I personally ride it over 8000 miles per year and find it outstanding! It has its occasional problems, but it is not anything like many people have said. Outstanding!" (David Wilkinson, Birmingham, AL).

"Recent schedule change improves time somewhat at Waldo, but still thru Jacksonville in middle of night. Dome windows better than Amtrak's average--dirty but one could see out" (David Hill, Gainesville, FL).

"Lounge car closed due to lack of power. Monon tracks are much better than Penn Central" (T. E. Fitzgibbon, Jr., Louisville, KY).

"Had serious electrical problems with cars on two trips. Lounge car had no electricity on the entire return trip. The L&N (ex-Monon) routing in Indiana is much better track than PC. However, the L&N track south of Louisville is rough in spots and needs work. Station services are excellent in Florida and poor on remainder of route" (Stephen E. Morse, Marshall, MN).

LAKE SHORE LIMITED

"This new run has great potential if the running time, especially west of Buffalo, is reduced (Albany-Boston is another story) and the equipment and service are kept up to what they appeared to be last week. For a run of this length, a 24-seat dining section in the diner-lounge really isn't enough to handle the traffic (Ed. note: almost everyone mentioned the need for a bigger diner and a separate lounge). The personnel I encountered were terrific. These are the type that will please the public. The trackage yields a pretty smooth ride for the most part, even where it is slow-ordered. Despite the present slow schedule, this run is such that I'd recommend it to anybody" (James M. Beverley III, Rochester, NY).

"Much more enjoyable to my mind than the BROADWAY. Wish the Boston section didn't have to go thru all that backup. Schedule could also be de-padded at some points." (Nicholas A. Clifford, Morris, CT).

"The first revenue run westbound--it was a full house from Boston to Chicago. Went into the diner after leaving Albany over an hour late. We expected either that no more meals were being served, or that most selections were no longer available. I ordered the Sirloin of Beef Special and when it came, it was hanging over both ends of the plate--prepared exactly the way I ordered--even the vegetables were edible for a change... The sleeper out of Boston (2689) looked fairly ratty--wornout carpet and upholstery, dirty windows, etc." (Rolf H. Schneider, Brooklyn Heights, NY).

"Second day of operation. Clean cars & lavatories. Good food; diner busy 5-10pm. Coach attendants courteous and responsive; ours also enforced the no-smoking rule. Conductor boarding at Cleveland turned on coach lights and said he was a former New York Central conductor and anxious to make our trip a pleasant one... Schedule is ridiculously slow, especially since track is good except for a stretch just east of Elkhart" (John Kramer, W. Henrietta, NY).

"Excellent for people living between Cleveland and South Bend wishing to have a weekend in Chicago, as there is an excellent layover. Roadbed should be in good shape shortly (mostly welded rail) as numerous track crews are working between Toledo and Chicago to restore the 'Water Level Route'" (Reader, Kansas City, MO).

"Penn Central conductors must leave their brains at home. Under trying conditions of a large crowd, with only 4 tables, dining crew was superb. Station services vary from outstanding (Chicago) to atrocious (Poughkeepsie)"(Amtrak Employee).

"This route is so much better than having to go to New York and change trains... The eastbound trip is particularly scenic as you travel thru the Berkshires in daylight. Advertising was heavy to begin with and should be continued as many people are not aware of the new train" (David W. Clingon, Hingham, MA).

LONE STAR

"This is my favorite train (over 50 trips in the last 10 years), and I am sad to say some signs of deterioration were visible. There was no air in my sleeper southbound and no water northbound. The crack Santa Fe crew is being diluted and is thus losing its control of quality. The train was absurdly made up, with the Dallas coach between the two sleepers! Maybe things will improve: a real step was taken in October by restoring the northbound schedule to its proper morning arrival in Chicago. But I was discouraged" (Duane W. Reller, Waterloo, Ont.).

"I have seriously downgraded the train since my trip last winter. This Labor Day I experienced several disappointments: The Amtrak crew members were surly, inattentive, poorly trained and, in general, just didn't seem to give a damn about the passengers. The dining car crew was especially bad. The headwaiter appeared to be doing his best, but the waiters were rude. Our sleeping car attendant seemed to have an I.Q. of about 60. The lounge car attendant was overworked due to the crowd. When Amtrak took over the lounge had a 2-man crew. Also, train desperately needs a full-length lounge (not a dorm-lounge) during peak travel periods. Lately it has been running without a dome, which it needs. The Santa Fe crew was friendly, as always. It is sad! When Santa Fe operated this train you could always count on a hi-level dome lounge, friendly crews and good service. Finally, the lounge attendant did not bother to clean up the car when his business slacked. The tables and floor were littered with refuse, the new Amtrak furniture was obviously on its last legs--the vinyl-covered junk Amtrak has refurbished its lounges with were not built to last more than a couple of years. In fact, one armchair had collapsed in a heap at the back of the car. I don't believe anyone at Amtrak cares" (Paul McVey, Benbrook, TX).

(Ed. note: It isn't often we hear from first-time train riders, but reader Jon DuBert of Houston took the trouble to ask two such riders on the LONE STAR to fill out our survey, and here are their replies:)

"We found riding the train very relaxing and enjoyable--the seats were comfortable with adequate space (except for the narrow stairway onto the passenger car--a fat person would have difficulty!), also the restrooms were not looked after well (lots of trash on the floor, no toilet paper) on our Labor Day trip. The lounge car was not air-conditioned, and our window was not clean. However, this was the only minor complaint (nothing major!). The dining car was pleasant and the food good if a little expensive (but much better than airline meals). The personnel were all courteous & efficient (except one waiter). I feel that if the train were faster (and to do that the track & routing could be improved), more people would use the service" (Mary Jackson, Houston, TX).

"Mary and I rode the LONE STAR on Labor Day weekend; it was my first experience with cross-country rail travel. Mary had been on a train in childhood. In three words, we loved it! Where time is not a factor, it is the best way to cross the miles in any long trip. Of all the aspects of the trip, the one thing that I couldn't stand was the terrible condition of the roadbed. The ride was, to me, most comfortable when we were at top speed. The train seemed to bounce and lurch more at slow speeds than at high speeds. The attendants were courteous and efficient. The meals were good, not the best I've ever eaten, but a lot better than any other 'transportation' food I've eaten (much better than what is in any stationary bus station and much better than the warmed over rubber chicken served on airplanes). What made the trip so special were little things, fresh carnations in the dining car, a fresh cover on the pillow, the open vestibule where Mary and I stood watching the scenery flash by, the very wide and comfortable coach seats. There were inconveniences: like when two people met in the passageway by the galley on the dining car; or when the door would close behind you on one car before you could open the door on the next car. I especially liked the fact that no smoking was allowed in the coaches. Another benefit was that I passed thru some of the most beautiful country I've been by in years. No matter where you are, when you're on an interstate highway, the scenery looks the same everywhere. On the train, we passed thru old towns, beside fine farms, over lakes and rivers, etc. It was disconcerting to whiz by another train going equally fast the opposite way, at least there was little chance of the two trains hitting (at least I hope there was little chance of it!) It was a fine trip, and I'm certain I will do it again!" (Jay Jackson, Houston, TX).

"How does Amtrak rate in the eyes of two senior high girls who had never seen an Amtrak train before their first trip on the LONE STAR this summer? Very favorably. I traveled with them from Springfield, MO, to San Antonio in August. Our trip was a combination of auto, bus, and rail travel; of the three modes, the girls were most impressed by the Amtrak part of our trip. Despite the train's being late both ways, despite an air conditioning failure on the return trip, and despite a boisterous passenger in the lounge car, the girls were favorably impressed with Amtrak. Interestingly, they were more impressed with the presence of a lounge car than they were by the hi-level cars also assigned. While after riding the buses I definitely appreciated the comfortable seats of the train, the girls spent most of their time playing cards in the lounge car. Train personnel were extremely courteous, station personnel were very helpful, and the dining and lounge crew was outstanding. Considering the service, the girls couldn't understand why more people weren't riding trains and why Amtrak wasn't serving more places than it is. They said they'd take a train the next time they traveled where one ran, and, as a railfan 'nut', I definitely will also" (David W. Riddle, Springfield, MO).

NIGHT OWL

"Only 3 pillows and no blankets had been stocked in car, so I went without. Car attendant apologized for the lack. If lights had been turned off and seats spaced farther apart as on Western trains, it would have been a more restful ride. On return trip pillows & blankets were amply provided. Toilets were filthy. Penn Station in NY excellent; South Station in Boston needs to be rebuilt along modern lines and needs" (Thomas H. Moore III, Gardiner, ME).

NORTH COAST HIAWATHA

"Operation didn't seem too sharp. As I was only going Minneapolis-Redwing, I went to diner-lounge as soon as I got on (12:15pm). Was told they wouldn't be open for half an hour. At 12:45 I returned to diner-lounge; was told there was still no food--problems in kitchen of some sort. Had to go without lunch, as Redwing arrival was due at 1:35pm. I got off a hungry, upset passenger" (Reader, Iron River, MI).

"My roomette was in a newly refurbished car, and very beautiful and plush. The dining car was an ex-NCL car that was not refurbished and didn't have to be. It was a nice, clean car like always when I used to ride the NCL. The dome lounge was a most beautiful car with wood murals and panelling. The dome windows were all clean and made for nice viewing. Carried a good load for November. Train was very plush throughout withoutstanding service and the food was great. It sure deserves better advertising. Late leaving Columbus and lost more time getting caught behind a freight. After Minneapolis it made up the time and arrived every station ahead of time. Two or 3 hours could be cut off the schedule. Amtrak gave me a most pleasant trip on this train" (Wilbert Felgenhauer, Steward, IL).

"Front dome windows frosted. No more parlor car. Reservations were only problem. Crew just told everybody to 'find' a seat. No attempt to seat people in proper seat. Lunch was almost too much to eat, and very good. Train on time all the way" (H. Martin Swan, St. Paul, MN).

"Overall appearance of train good to excellent, most crewmen friendly but conductors and porters something to be desired. Good-sized portions of salad, sirloin, and potatoes at sub-restaurant prices, but dinner rolls were tough. At Minneapolis, long lines are handled efficiently and promptly; from my observations, Fargo is prompt with baggage handling--15-minute stop hardly needed; Jamestown station is frightful looking with a broken door roped off, paint-chipped interior, with wee train hours, attendant is always napping. Roadbed is capable of high speeds with little rockiness. I started out 5hrs late due to mudslides in the mountains and the train had to detour via Helena after it backed out of Butte. It made up 50minutes into Minneapolis with little discomfort" (Merlin Marlowe, Fairfax, MN).

SILVER STAR

"In spite of the low ratings I gave this train in categories A, E & I, I completed my trip with a good feeling about the train. I have ridden this train and others on the Florida route about 10 times in thepast 5 years, and this was the first time that I saw real progress being made. The northbound leaves Columbia at 3am, but that is better than 5am; I had to wait over an hour in line for dinner, but when I got there the food was OK and the diner appeared to be in good shape; on the southbound trip the A/C failed in 14 out of 18 cars, but all cars were clean, well-decorated, and most ran smoothly and quietly. Most important, perhaps, I did not come in contact with a single crew member (SCL or Amtrak) who was not polite, courteous, and concerned. That is real progress" (Philip M. Astwood, Columbia, SC).

"Took this train to model railroad convention of 500 people, and I was one of only two who rode Amtrak!" (Phil Mulligan, Philadelphia, PA).

"Service from dining car personnel was excellent. The food was served promptly and was superb. The A/C in car 2768 malfunctioned during the night, but was quickly corrected by the on-train attendant." (Robert P. Abraham, McKeesport, PA).

"Dining car service was very slow. Hamburger tasted like cardboard. Quite a noisy crowd in the full-length lounge in the evening. In the morning they were in the first class lounge (still as noisy) altho they were all assigned coach space" (Rolf H. Schneider, Brooklyn Heights, NY).

"Train exactly on schedule. Condition of cars was somewhat below the average acceptable range, partly because of a slightly tacky appearance from the long northbound trip from Florida. The windows were quite dirty throughout. The attendant in the lounge was quite nice with prompt service and a smile. The equipment is showing its age in the way it rides and the general appearance shows that it is a train of the past, equipment-wise" (Orville Ingram, Jr., Montross, VA).

"Average Amtrak long distance train. Nothing too bad, nothing too good" (Peter Bretz, Malibu, CA).

SAN FRANCISCO ZEPHYR

"Chuck Wagon car is a farce as lounge or as additional diner; no space and terrible food. When the diner died before the end of dinner, it was too much. Maitre d' was definitely not able to handle his job; he made totally illogical decisions that could only serve to irritate riders. Altho he made no move to seat or acknowledge people, he would have them get up and move if they sat at any of the several empty tables. Diner never opened for breakfast at all. Not even coffee after 7am. 'I'm sorry, we have to put everything away before we get to Denver at 8:30.' On return trip, diner service and food were almost perfect. Full-length dome is nice, but too bad lounge is not in dome. Something should be done about people sleeping in non-assigned seats in dome of regular dome cars. This included porters. Train is scheduled very fast between Chicago and Denver; most of the track is adequate, but some is terrifying at speed." (Lee K. Rosenblum, Yellow Springs, OH).

"I was at first assigned to Bedroom G. What do they do with people assigned to Bedroom G when there are only 6 bedrooms per car? Service in the diner was pathetic. The first night out of Chicago I asked for a chocolate sundae with my dinner, which was on the menu. I was told they had no chocolate syrup, but they could give me peach melba. I actually got grape jelly on my ice cream. So I didn't ask for chocolate sundaes again. The second night I ordered the roast beef dinner at $4.95. That is really a ripoff. My wife ordered the chicken dinner at $2.95 and she had a bigger plate than I had, plus she also got coffee and dessert with her dinner, which were extra for the $4.95 dinner. The last day, for both breakfast and lunch, they had run out of almost everything"(John W. Henderson, San Bruno, CA).

"We rode the SP and UP portions of the route and had good crews, missing whatever the infamous BN had up its sleeve. But the diner was another story. Consistent with recent RTN reports, the diner was understaffed. Even so, the waiters were taking their time with the patrons, completing one table from order-taking to food-serving before moving on to the next. An elderly couple found a dead mouse in their bedroom. Our sink was loose and the car ran warm" (Al Crossley, Groton, CT).

"I hate to say the SP automats were ahead of their time, but we need a compromise between the diner and the dome lounge, which has little variety and sells out fairly fast. Sandwiches were usually frozen and there was no microwave oven to warm them. Diners are usually crowded and can't serve food as fast as a cafeteria car could" (Jon Porter, Sunnyvale, CA).

"Eastbound the dining car was lost the first night out. We were on sandwiches to Denver. From Denver the train had only the snack car to serve everybody. The next day's train had only a snack car from Oakland and two of them from Denver, of course. Crews were excellent" (Intis Vanags, San Francisco, CA).

"There was no dome eastbound until Denver, when we didn't need it for the plains at night! A tour group from New Zealand was put in old SP cars without air conditioning for the trip to Reno. Not very good planning or P.R. on Amtrak's part. However, the vestibules were opened, and the air was just right. There is something to be said for non-air conditioned cars if only the windows would open. European cars are much better in this respect" (George M. Jenks, Lewisburg, PA).

"Lounge car left Chicago with candles instead of electricity. I began to appreciate what I'd been reading about for several years about lexan--there was only one good panel in each dome" (Jeff Hoover, New Haven, CT).

(Reader comments to be continued)

OUR SINCERE THANKS, once more, to all contributors to our recent train rating survey. We are now taking ratings of trains ridden between Dec 15, 1975 and June 15, 1976 for our third survey, to be published in early summer. Rules are the same as for our second survey, and will be published here in detail again shortly. Send your ratings and comments to RTN, Box 9007, Berkeley CA 94709.

Mixed Train of Thoughts

LIKE LOOKING THRU lexan was the effect presented by our photo on page 11 of last issue. The ripply pattern was caused by the interaction of our halftone screen and the halftone dot pattern of the newspaper photo being copied. It was impossible to improve it without delaying mailing of the issue..... FIRST CLASS SECTION of the SOUTHWEST LIMITED was completely sold out, including extra sleepers, to a tour group from Balsom Bros. Tours, traveling from Chicago to L.A. in two shifts. Take a look at the consists--train 3 of Feb 7: engines 526, 517, 617; cars 1155, 9992, 9903, 9982, 9970, 9904, (1st class section:) 2758, 2216, 2721, 2212, 2253, 9353, 8070, 2250, 2251, 2220, 2352, & 2602 (thru car from NY). And train 3 of Feb 8: engines 516, 528, 501; cars 1067, 9994, 9913, 9981, 9974, 9927, (1st class section:) 2218, 2723, 2729, 2215, 9352, 8071, 2203, 2204, 2260, 2361, & 2623 (thru car)..... THE RIO GRANDE has been pressured by the state of Colorado to reinstate its weekend ski trains. The railroad avoided court action by agreeing to run the trains again. When were they dropped?..... CORRESPONDENT JACK FERRY'S railroad job takes him frequently afield. Riding on the EMPIRE STATE EXPRESS on Feb 14, he found the train being detoured between Windsor and St. Thomas in Canada on the C&O because of a derailment on PC's Canadian main line. The train traveled at 25-45mph speeds on the C&O and reached Buffalo about 2 hours late. Jack cannot find a timetable that shows whether there ever was passenger service on the line. At least as far back as 1938 none is listed..

* * *

AMTRAK'S RESERVATIONS COMPUTER has been programmed to show Amcoach equipment on the SAN JOAQUIN in the near future, probably next summer, according to reliable sources..... THE SPECIFICATIONS FOR Amtrak's new bi-level cars being built by Pullman-Standard are being changed almost daily, a report tells us. At present the sleeping car design has a car capacity of about 40. Each room contains washbasins, but still not toilets. Actual work on any of the bi-level cars has apparently not yet begun..... AMTRAK'S NATIONAL LIMITED derailed on Jan 23 at Heath, Ohio, with no injuries. Passengers were bused from Columbus to Kansas City. The train went on to K.C. minus its sleepers, and arrived six hours sooner than the buses. Amtrak deadheaded a sleeper out of Chicago on the SOUTHWEST LIMITED so that thru passengers would have a car on that train when they connected at K.C. We have no info on why the westbound NATIONAL went on the ground..... THE BLACK HAWK began using conventional equipment on Feb 2. Here's the consist as seen on Feb 8: engine 330; cars 3901, 6061, and 3958 (deadhead)..... CANADIAN PACIFIC RAIL has filed to discontinue its Esquimalt & Nanaimo branch Dayliner on Vancouver Island, and the CTC will hold hearings in Courtenay, B.C. on Mar 2 (10am, 367 Cliff Ave.) and in Victoria on Mar 8 (10am, 816 Government St).....

* * *

RAILROAD REORGANIZATION BILL was finally signed by President Ford on Feb 5. The bill gives ConRail $2.1 billion and also provides the following: $1.87 billion for upgrading the Colonial Corridor; $125 million for rail commuter aid; $1.6 billion for rehabilitation of U.S. railroads; and $360 million for operating subsidies of freight branch lines and other projects..... INTERSTATE COMMERCE COMMISSION took Amtrak to court on Feb 5 to force it to restore four Colonial Corridor runs that were shortened or discontinued last Sept 14. Trains involved are nos. 167-168 and 184-186..... AMTRAK'S ON-TIME PERFORMANCE in December dropped to 73.2% overall from 81.2 in November. Long distance trains averaged 70.4% on time, while short distancers were 74.3%. Metroliners were 78%, Turboliners 73.2%, and UA TurboTrains 49.1%..... SPEAKING OF TURBOTRAINS, the well-liked but problem-plagued domed train may not be dead yet. A Canadian manufacturer, Canadair Ltd of Montreal, is negotiating with Pratt and Whitney Aircraft (formerly United Aircraft of Canada) to take over manufacturing rights to the train. Canadair Ltd is owned by the Canadian government, and the company sees itself competing with the makers of the LRC and maybe even selling some trains to Amtrak. The Toronto Globe & Mail this month quoted Frederick Kearns, head of Canadair, as saying the CN Turbos are now operating at top performance and doing an excellent job..... AMTRAK REPRINTED THE West Coast Schedules this month, with same date of Oct 26, but an identification of Form D, 2nd Ed., Feb 1, and with a new cover (same as Northeast Schedules cover, in red, white & blue). The timetable is expanded to include the Sunset Route, thus apparently eliminating the need for the separate Form 13 New York-New Orleans-L.A. Schedules. Similarly, a Chicago-California/Seattle timetable has appeared, including the EMPIRE BUILDER and NORTH COAST HIAWATHA that didn't appear in the former Chicago-California schedules, and thus eliminating the need for a separate Chicago-Seattle timetable. It's identified as Form 10, 2nd Ed., Feb 1, but dated Oct 26 1975 on the front..... LITTLE-NOTED DERAILMENTS department: On Dec 17 the southbound SOUTHERN CRESCENT derailed its baggage car near the Amtrak building in Washington. Next morning the Atlanta station was expecting the train at noon. Since there's about one hour of slack in the schedule, it probably left Washington around 11:30pm. The evening of Feb 6 a minor mishap near Washington Union Terminal prevented the engines from reaching the BROADWAY, which finally left at 8:03pm.

SOUTHERN RAILWAY ANNOUNCED, with newspaper ads, a schedule change for THE PIEDMONT, trains 5 & 6, effective Jan 18, and issued a new Jan 18 timetable. The Washington-Charlotte train now leaves DC at 11:15am, 30 mins later than before, and leaves Charlotte earlier, at 9:35am, to make a more convenient 6:40pm Washington arrival. Thus the train now makes connections to and from conventional trains in Washington, and not only from Metroliners. Northbound running time is shortened by 20 mins, and southbound by 5 min. The train's scheduling had been rated next-to-worst in the nation (second only to the JAMES WHITCOMB RILEY) in our last reader train rating survey..... CANADIAN NATIONAL ASSIGNED Passenger Service Assistants to its main line passenger trains this year--38 of them--to attend to the "comfort, convenience and welfare" of passengers..... FLORIDA DISCOUNT FARES effective Feb 15 were announced by Amtrak this month. A $99 NY-Florida roundtrip is offered, with children 2-11 at $49.50. Also a one-way coach discount fare of $49.50 on the Chicago-Florida FLORIDIAN becomes effective. The FLORIDIAN fare will be good any day from Feb 15 thru June 14, while the NY-Florida price will be valid in the same period except for travel that starts on April 8, 9, 15, 16, 17, 18, & 19. On March 1, Amtrak starts a new $129 Montreal-Florida roundtrip excursion fare for coachtravel (children's ½-fare $65). It's good either on the MONTREALER or the ADIRONDACK. No stopovers are allowed when traveling on the discount fares.....

* * *

CITIZENS OF OREGON have been shafted again. When the governor recently dropped his support for a 4038 Amtrak service in the Willamette Valley, many wondered why. Now it comes to light that Pacific Trailways bus company probably had a big hand in his decision. Last fall they planted big anti-Amtrak ads in small-town newspapers in Oregon ("Amtrak. It's a vicious circle. Every time it comes around it costs us another $1 billion, and still it's going nowhere.") And canned editorials appeared in the same papers denouncing train service ("There never will be a day in this country when you will be able to board a European-style passenger train in (insert name of small Oregon town) for a trip to San Francisco.") Pacific Trailways even tried to get some of the money the legislature voted for the Willamette Valley train service diverted to its coffers to cover losses on its Highway 26 runs in Oregon, but it refused to run a connecting bus for the planned train, even when fully subsidized. Still, hopes are still being kept up that the train service will get an okay..... A PRESS CONFERENCE by DOT figures Coleman, Barnum, and Hall was held Feb 9 to discuss the recently signed Railroad Reorganization Act. Coleman, observers said, seemed to go out of his way to criticize Amtrak. In response to a question by NARP's Ross Capon about the basis for DOT's opposition to Amtrak's buying the Corridor, Coleman replied, "At this time, we have not reached a final conclusion," but that they were closely studying the "best way" to do the upgrading (1) keeping the costs under $1.75 billion; (2) meeting the running times and speed (which he said was 120mph) specified by Congress; and (3) compatible with further improvements which might be justified by response to those already authorized. The DOT is requesting $15 million for the transition period, and $125 million for the first fiscal year. Barnum said they have opposed acquisition of the Corridor by Amtrak because this is the "wrong time" to lay out $85 million, and they're still assessing the consequences of ConRail vs Amtrak ownership. Barnum was noncommittal in response to Capon's query that Amtrak would probably pay more in lease charges over 10 years than the one-time $85 million. Barnum said Amtrak is taking a logical position in wanting Congress to appropriate the one-time $85 million instead of having a recurring cost added to their annual appropriations request..... SUBJECT TO APPROVAL by the ICC, the PC, IC, and N&W have agreed to let N&W run commuter trains into Chicago Union Station. PC is to construct a crossover at 21st St. Interlocker for that purpose..... THE SANTA FE is rebuilding a 5600-class steam locomotive at Belen, New Mexico for Bicentennial service on its lines.....

* * *

A NEW AMCLUB car has been sent to Canadian National for testing on its lines. And Amtrak President Reistrup spoke to the Canadian Railway Club in Montreal last month, where (according to the NY Journal of Commerce), he told them that the Canadian LRC is an exciting new train: "We like it because, unlike the French turboliner, it is possible to vary the consist as traffic demands. We also like the tilt-body and its overall functional design. We are examining the possibility of acquiring these trains and giving them a good shakedown on one of our important corridor routes"..... CORRESPONDENT KEN MAYLATH sends a report on riding the new Amclub cars: "New users of the first class service seem to accept it more readily than those familiar with the old-style 1-1 swivel seats rather than the 2-1 seating of the new cars. In comparison to Amcoaches, Amclub seating is plushier, with more leg room and footrests. Seats on the single side are set back several inches from the windows. In the works are some extra touches such as curtains on the windows and the possibility of full-length Amclubs (present cars have parlor seating on one side of the food counter in the center, with a total of 18 seats, compared with 29 in most older parlor cars). The Amclub meal selection is different and more extensive than that available to Amcoach riders. In both cases the food is airline-style, heated in 5 minutes in microwave

ovens. The normal procedure is for the parlor porter to prepare food at one end of the galley, while the attendant serving coach passengers works at the other end of the counter"..... THE FREEDOM TRAIN will get a different locomotive when it reaches Texas. Texas & Pacific #610, a 2-10-4, has been rebuilt for the display train..... A NEW MOVIE entitled "Super Chief" is being made by 20th Century Fox, reports the NW Illinois NRHS. The comedy will cover a Los Angeles-Chicago trip by actor Gene Wilder...

THAT SUNSET WRECK reported last issue, which involved train #1 on Jan 27, resulted in a make-up consist for #1 the following day, assembled most from PANAMA LIMITED layover equipment in New Orleans. The make-up consist, which departed N.O. at 3:28pm the 28th, was: engines 719, 720 (GE diesels), power car 1916; no baggage car; cars 2154 "Silver Orchid", 2627 "Pacific Range", 2361 "Regal City", 3339, 8025, 5805, 5407, & 5677. The engines were swapped out at Houston and returned on train 2 on the 29th. Thus the consist of #2 which arrived N.O. on Jan 29 was: engines 719, 720; power car 1916; engines 567 & 558; cars 1090, 9958, 9926, 3395, 8033, 2712 "Pine Brook", 2369 "Regal Stream", 2606 "Pacific Command". In the wreck, it was reported that the gravel truck struck the rear of the second engine and the front of the baggage car. An alternate report lists engines 556 and 553 and baggage 1104, in conflict with the consist list we gave last issue..... IF THE ILLINOIS ZEPHYR resembled the SAN FRANCISCO ZEPHYR on Jan 5, it was because it was using the SFZ consist, because 600 college students rode it back to campus that day. Consist of the eastbound train at Galesburg was: engines 580, 585; two baggage cars; 4 coaches; dome coach 9461, dome lounge 9381, diner "Silver Chef", 2 sleepers, dome-observation sleeper "Silver Lookout", another sleeper, and dome observation sleeper "Silver Penthouse." The same consist, minus the last 2 cars, returned that night on the westbound SFZ.....

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A HEAD-ON COLLISION between two PC freights occurred Feb 5 near Wauseon, Ohio, killed 4 crewmen and injured 2 others..... FEBRUARY SECOND SNOWSTORM snarled New York traffic in the morning. All airports were closed, highways were impassable, but the reliable trains plugged away, running on an "emergency schedule." PC, LIRR and subway lines were all experiencing delays in the blizzard..... SPEAKING OF SNOW, wouldn't you know it--just as we were typing the lines about the weather in the last issue, a rare snowstorm was blowing up outside, which hit us Feb 5, but not with enough moisture to ease the drought..... ONE PRESIDENTIAL CANDIDATE has stated his position on transit: Ronald Reagan, according to US News & World Report, would end federal aid to mass transit if elected..... THE NETHERLANDS RAILWAYS have been trying to sell three 4-car diesel trains built in 1957 for TEE service and withdrawn in 1974 when electric units took over. On Oct 23-25 they were inspected by Ontario Northland Railway people. They are stored at the main works at Tilburg. A fourth similar set owned by the Swiss Railways is also for sale. Interested parties can contact Netherlands Railways, Utrecht..... A LONG ISLAND Rail Road engine derailed near Sinsela on Jan 24, delaying service..... THE MERCHANTS LIMITED, all-Amfleet train #179, was annulled at New York on Jan 3 after arriving 25mins late from Boston, due to power car failure. Arriving consist: engine 4891 (GG-1); cars 1292 (power), 20121 (Amclub), 21085, 21086, 21087, 21088, 20122 (Amclub), 21089, 21084, 21055. The make-up train, departing at 9:46, was engine 4882 (GG-1); cars 6425, 6065, PC 1538, PC 1481, PC 1426, PC 1488, PC 1519..... THE SOUTHERN RAILWAY and the Chessie System have pulled out of a purchase agreement for 2000 miles of Northeast track, so ConRail will add the trackage to its system, making the new railroad 17,000 miles long..... DOT TEST CARS running on the COAST STARLIGHT on Feb 13 (see CARS & CONSISTS) had been used on the SAN DIEGAN line for tests, along with ATSF track geometry car 85, the three cars hauled by Amtrak engine 615. The ATSF car returned east on the Super C freight on Feb 14 after the DOT cars had been hauled northward..... THE DEL MONTE revival is moving onward. Amtrak is to present by mid-March an estimate of operating costs of the to-be-revived train, and SP is studying the costs of bringing the San Francisco-Monterey line up to passenger train quality..... THE SAN JOAQUIN was annulled for a time on Jan 24 southbound, as an SP freight derailed on the line near Martinez, and a bus was substituted. However, the line was cleared rather quickly and the train set out later, reportedly beating the bus to Bakersfield..

THE PANAMA LIMITED came into New Orleans on Jan 30 with diner 8200 "Blue Ridge Club," which was promptly pulled out of service due to infestation with "mice, rats and roaches." Because the layover equipment was out on a make-up SUNSET LIMITED, the northbound PANAMA had to leave without a diner. Lounge car 3801 served sandwiches, snack and drinks in lieu of regular dining service..... GRAND RAPIDS, MICHIGAN has chosen a site at Oakes St. & Ottawa Avenue SW for an Amtrak station if the city gets the service it wants. 11,600 residents signed a petition asking for Amtrak service to Chicago..... UNITED TRANSPORTATION UNION reportedly voted to protest Amtrak's Feb 15 cuts in New England service by a "job action" that consisted of "withholding their services from Amtrak" unless the corporation restores the schedules. East Coast locals made the decision to act.....

COST OF ENERGY: TRAINS A "WASTE OF MONEY"?

The Bicentennial year has started with a bang. It's easy to tell that this is a year of important decisions, many of them political. Transportation Secretary William Coleman, speaking to the Savannah Forum in Georgia on Jan 28, said that if he had his way, Amtrak "would die tomorrow." He called Amtrak a waste of taxpayers' money. On Feb 9 he criticized Amtrak president Reistrup for stooping to "low politics" in releasing the news that 19 routes were endangered by the DOT's low budget for the rail corporation. Saying that passenger service outside the Colonial Corridor made no sense, he charged that Reistrup had picked routes that gave him the most political wedge. "But we'll come to grips with him if he continues to play it that way" remarked the Secretary.

At last Coleman has openly shown his true colors. As we suspected when he was chosen by President Ford to succeed the resigning Claude Brinegar, who was often openly critical of passenger service, Coleman, an attorney with no experience in the field of transportation, seems to have been picked solely to rubber-stamp the oil-and-highway dominated policies of his predecessor. The Cabinet needs a man who truly understands the transportation problems of this nation and acts from a rational basis and not solely from the influence of the money and power of the massive oil and highway lobbies.

We strongly commend to your attention an important essay on energy by Barry Commoner which appeared in three parts in The New Yorker magazine (Feb 2, 9, and 16). Nowhere have we found such a powerful and shocking statement of the nation's and the world's energy problems as in this essay. Whether you agree with all his conclusions or not, there is no doubt that Commoner's writing (which presumably will appear later in book form) constitutes a major statement on this topic which will provide food for thought and debate over the coming months and years.

Commoner is with the Center for the Biology of Natural Systems at Washington University in St. Louis, and he speaks from a scientific, not a political viewpoint. No summary of ours here could attempt to do his article justice, but we will try to name the major points: Our petroleum supply will last only 50 or 60 years, assuming we are able to tap it efficiently. Nuclear power as a substitute for petroleum or other power sources is too dangerous; it is necessary to keep close watch over the highly radioactive waste matter produced for tens of thousands of years--a task of which man is incapable. In addition, the possibility of accidental release of radioactivity from these power plants with the resultant high loss of life is too hazardous. The development of solar power as an alternative has not achieved sufficient support from the government, in part because the Atomic Energy Commission has had too much influence on research-spending decisions. (Most of our decisions about energy have been based upon economic expediency and not upon rational bases, which would hold us in better stead in the long future ahead.)

Transportation (which accounts for a quarter of our nation's energy use) is discussed in the third part of the series. Commoner doesn't go into too much detail in discussing what our transportation system might look like when petroleum is running out, but he does indicate that railroad trains, and especially electric trains (and streetcars) are the most efficient energy users, and of course can be operated from stationary power plants such as solar-powered ones. He does go into some detail in indicating how General Motors destroyed the nation's efficient streetcar systems in order to introduce its buses. (See also QUOTES OF THE WEEK.)

There are many other themes in the series which we haven't touched on, such as the origin of the "energy crisis" in the oil companies' need for higher profits, and the internationalization of oil companies for the purpose of producing cheaper oil abroad.

One comes away from this essay with the feeling that in this Bicentennial year, this election year, one must demand that his leaders in Washington be sure they have examined all the facts and are acting rationally in the best interests of the nation and not merely yielding to the pressures of those lobbyists who happen to hold the money and the power now. Some of the plans now being pushed in Washington, according to Commoner, will in the long run have the opposite effect from what they are supposedly intended to do. For example, the program for stepping up the production of artificial petroleum from other fossil-fuel sources will have the effect of causing the citizen--either as consumer or taxpayer--to pay more in the end.

The probability is that energy is going to cost us more. The "energy crisis" already has had serious effects upon the economy--upon inflation and unemployment. In order to avoid more disasters in the future, we have to make some rational plans now and start quickly to put them into action.

One feels that Washington works with bureaucratic blinders on--that real problems are out of control. How can the DOT, for example, continue to mouth the phrase "balanced transportation system" while it sets about supporting the highway lobby and trying at every opportunity to kill off our most efficient and most pleasant form of transportation?

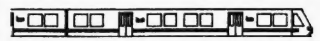
We should be busy right now building up an efficient electric railway system such as the major civilized nations abroad rely upon. Instead we have little men in Washington who do not seem able to see beyond the lobbyist of the moment--rubber stamp men whose policies cannot assure a safe and prosperous future for our 200-year-old nation.

QUOTES OF THE WEEK***

"The United States government's position on the railroads exemplifies the grim travesty that has been made of this country's transportation policy. The railroads are the form of land transport that is best suited to an age in which liquid fossil fuels will be progressively scarcer and more expensive, yet their value to society is now being judged on a kind of free-enterprise Procrustean bed: what will not fit the frame of private profitability is to be lopped off. This may serve the ideology of private enterprise, but it will also help destroy the production system that yields its wealth."

--Barry Commoner in The New Yorker, Feb 16

Urban-Suburban Transit



CITY OF BUFFALO is applying this month to UMTA for approval of funds to help build a planned light rail subway system of 6.4 mile length that would cost $338 million. The project would be completed by 1982, if approved. The New York Times reports thatUMTA expects about 12 cities to apply for subway funds, of which the agency is authorized to spend $2 billion thru the year 1980. Other cities include Miami, Denver, Chicago, Detroit, Los Angeles, Honolulu, San Juan, P.R., Pittsburgh, Portland, OR, and Dayton, OH.

TRISTATE REGIONAL PLANNING Commission (including parts of New York, New Jersey and Connecticut) is applying to the DOT for $7.4 billion to finance a 5-year program of transit upgrading, which will include improvements on the Hudson, Harlem & New Haven branches of the PC, Long Island Rail Road track improvements, and Queens subway construction, along with other projects.

BIDS FOR CONSTRUCTION of rapid transit cars for the Atlanta transit system have been delayed until March, from Feb 12, because car suppliers are wary of building cars to special Atlanta specifications on a small order of 100. Builders claim they cannot make a profit on such an order, and are trying to convince the city that standard equipment should be ordered. The Atlanta system, to cost about $2.1 billion, is expected to open in 1980.

PENN CENTRAL COMMUTER service between Chicago and Valparaiso, IN may be discontinued 6 months after Con-Rail takes it over (expected on April 1), since present law requires that the new railroad can drop any such deficit operations after a 6-month period.

HIGHWAY AND TRANSPORTATION Department of Michigan will buy 8 passenger cars from Penn Central for $10,000 each, to expand southeast Michigan commuter service by next year. Cars will be refurbished at a cost of $100,000 each (new cars would cost $425,000 apiece).

THE TWO MOTORMEN involved in the Jan 9 crash of Chicago Transit Authority trains testified before investigators on Feb 3 that their emergency phones were malfunctioning. The motorman of the second train also said his automatic train control system was not working.

TRANSIT BRIEFS: The Patchogue, NY station of the LIRR was closed one day early this month after thieves made off with its safe containing $2300 and $300 in subway tokens... A 10-mile Hong Kong subway is under construction, begun last Nov 3, and scheduled for completion in Mar 1980 at a cost of $1.2 billion... A woman jumped to her death in front of a BART train in San Francisco's Powell Street station on Feb 2, making the second suicide on the system; the first occurred at the downtown Berkeley station on Nov 1, 1974... Toronto's GO Transit fares will increase 12% on April 4, the first increase in almost 4 years... Chicago's RTA will build a new Loop subway system at a cost of $1.2 billion if reluctant UMTA officials approve the plan... State of New Jersey is asking UMTA for $117.4 million to buy 160 new GE commuter rail cars... New timetables took effect Jan 12 on PC's Harlem, Hudson and New Haven lines in the East...

THE NATIONAL ASSOCIATION of Railroad Passengers testified early this month before the House on Amtrak's proposed route discontinuance criteria. Chairman Orren Beaty said that a "fair test" of a route should include 2-3 years of operation under these conditions: (1) all cars new or rebuilt with reliable electric heating and air conditioning; (2) management capability to schedule and operate it properly and staff it with friendly personnel; (3) all track in good condition; (4) adequate route structure and reasonable service frequencies; (5) new cost-effectiveness measures, such as cars more economical to operate and labor agreementswhich eliminate unnecessary costs..... SENATE APPROPRIATIONS COMMITTEE voted Feb 19 to appropriate $2.29 billion for Northeast railroads (following the authorization bill signed by the President Feb 5), an increase of $260 million over the $2.03 voted by the full House on Feb 18. The additional money includes funds for Amtrak and $85 million for the Corridor purchase by Amtrak..

CARS & CONSISTS

A reply to a query in this department in the 1st Jan issue: who owns car 416 "Lionel Ives"? Amtrak Route Analyst Paul Lanegger tells us: "This car is owned by Larry Batley, who is Office Manager for Amtrak at its headquarters in Washington DC. Larry operates this car several times a year for private parties and excursions. He stores the car when it is not in use at Philadelphia."

*AUTO-TRAIN, northbound from Sanford FL Jan 4: engines 4002, 4007, 4000, 4010; cars 136, 206, 202, 804, 594, 521, 513, 522, 700, 709, 704, 902, 596, 595, 462, 470, 460, 706, 540, 510, 520, 598, 807, 305, 301, 604, 137, 34, 67, 35, 22, 43, 33, 21, 40, 61, 27, 42, 12, 63, 24, 55, 100 (tri-level carrier), 36, 68, 17, 59, 16, 4, 3, 49, 31, 41, 28, 53, 611 (dome coach "caboose"). See description of this train last issue, p. 16.

*ARROWHEAD, train 763 at Minneapolis Jan 1: engine 411 (E8A); cars 1710, 6805, GN 1097, GN 1096.

*NORTH COAST HIAWATHA, train 10 at Minneapolis Jan 1: engines 536, 535; cars 1205, 9485, 9478, 4862, 9464 (unrefurbished), 9813 "Silver Cup", NP 458, 2673 "Silver Boulder", 1008.

*LONE STAR, all 4 consists: (#16, Emporia, Dec 28) engines 501, 522; cars 1151, 2751 "Palm Dome", 8032, 3382, 4856, 4870, 9911, 9947, 9929 (Dallas), 2754 "Palm Loch" (Dallas). (#15 same date:) engines 500, 503; cars 1150, 2753 "Palm Leaf", 8036, 3392, 4886, 9923, 9945, 9928 (Dallas), 2759 "Palm Summit" (Dallas). (#16, Emporia, Dec 29:) engines 515, 519; cars 1152, 2733 "Pine Hill", 8040, 3391, 4853, 9919, 9960, 9954, 9915 (Dallas), 2711 "Pine Beach" (Dallas). (#16, Kansas City, Dec 23:) engines 521, 518; cars 1039, 2752 "Palm Haven", 8043, 3380 "Picurus", 4812, 4870, 9921, 9931, 9905 (Dallas), 2719 "Pine Gem" (Dallas).

*SOUTHWEST LIMITED, train 3 at Kansas City Jan 3: engines 528, 525, 513; cars 1009 (deadhead), 1021, 9993 (dorm), 9906, 9934, 9958, 9980, 9973, 9940, 9929, 2218 "Indian Scout", 9350, 8042, 2761 "Palm Tower", 2760 "Palm Top", 2608 "Pacific Crest" (NY-LA car), private car "Hulham".

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*CANADIAN, CP Rail #1 at Vancouver Jan 21: engines 1402, 4669; baggage 605, coach 109, Skyline 512, diner "Louise", sleepers "Chateau Latour", "Sherwood Manor", slpr-obs "Riding Mountain Park". Same Jan 23: engines 8523, 8512; baggage 607, coach 114, Skyline 507, diner "Kent", sleepers "Chateau Roberval", "Aylmer Manor", slpr-obs "Prince Albert Park."

PANAMA LIMITED: train 58 at Memphis Jan 9: engines 716, 617; cars 1095, 2151, 2535 "Swan", 8029, 5414, 5630, 6050, 5011, 3345. (*"Swan" apparently renumbered--from 2015--into conventional sleeper series, tho it's a slumbercoach. Reader says space being sold at regular roomette-bedroom rates. Car 3345, roundend obs, had illuminated PANAMA LIMITED drumhead.) #58 at New Orleans Jan 13: engines 718, 615; cars 1095, 2680 (deadhead), 2152 "Silver Hyacinth", 2380, 8025, 6024, 5417, 6014, 3345. #59 New Orleans Jan 13: Engines 706, 616; cars 6026 & 7000 (deadheads), 1095, 2154 "Silver Orchid", 2600 "Pacific Bay", 8099, 6077, 6050, 5011, 3345. #58 New Orleans Jan 15: engines 716, 713 (GE P-30 diesels), 1917 (power car); cars 1039, 2154 "Silver Orchid", 2535 "Swan", 8029, 6011, 6046, 6014, 3345 (apparently first use of P-30's & power car on this train).

*SOUTHERN CRESCENT, SR #2 at Lake Pontchartrain, LA, Jan 16: Engines 6904, 6916, 6915, 6908, 6910; cars 711 bag-dorm, coach 838, diner 3307, coach 662, 2008 "Pacolet River", 2635 "Pacific Spray", dome 1602.

*COAST STARLIGHT: #11 at San Luis Obispo Feb 13: Engines 569, 559; cars 1157, 2365 "Regal Hill" (used as dorm), 4518, 4495, 4860, 4820, 4852, 4482, 3334, 8034, 2732 "Pine Shore", 2728 "Pine Peak". Same, #14: engines 553, 551; cars 1033, 1503 "San Pascal", 4530, 4851, 4531, 4866, 4821, 4859, 3331, 8030, 2710 "Pine Arroyo", 2722 "Pine Island", deadheading DOT test cars T-1 & T-3. #14, San Luis Obispo, Feb 14: same as #11 Feb 13, plus private car "Hulham" on rear, and dorm 1510 in place of 2365. #11 at Seattle Jan 2: engines 346 (!), 552, 554; cars 1033, 1503, 4531, 5228, 4548, 4541, 8106, 4867, 4482, 4500, 5231, 5017 "Silver Cinch", 5691, 3334, 8030, 2710 "Pine Arroyo", 2720 "Pine Gorge", 2350 "Regal Dome."

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Dining car china dishes and glasses, 10 railroads. Stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kansas 67213.

WANTED TO BUY: Pullman uniforms and PRR waiter's uniforms, china, silverware and menus. Kenneth G. Murry, 209 E. New St., Mountville, PA 17554.

Pullman, Bessemer, Burlington, Cincinnati Hamilton & Dayton & Long Island (On Keystone) uniform buttons, 75¢ each. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

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*LONE STAR, all 4 consists: (#16, Emporia, Dec 28) engines 501, 522; cars 1151, 2751 "Palm Dome", 8032, 3382, 4856, 4870, 9911, 9947, 9929 (Dallas), 2754 "Palm Loch" (Dallas). (#15 same date:) engines 500, 503; cars 1150, 2753 "Palm Leaf", 8036, 3392, 4886, 9923, 9945, 9928 (Dallas), 2759 "Palm Summit" (Dallas). (#16, Emporia, Dec 29:) engines 515, 519; cars 1152, 2733 "Pine Hill", 8040, 3391, 4853, 9919, 9960, 9954, 9915 (Dallas), 2711 "Pine Beach" (Dallas). (#16, Kansas City, Dec 23:) engines 521, 518; cars 1039, 2752 "Palm Haven", 8043, 3380 "Picurus", 4812, 4870, 9921, 9931, 9905 (Dallas), 2719 "Pine Gem" (Dallas).

*SOUTHWEST LIMITED, train 3 at Kansas City Jan 3: engines 528, 525, 513; cars 1009 (deadhead), 1021, 9993 (dorm), 9906, 9934, 9958, 9980, 9973, 9940, 9929, 2218 "Indian Scout", 9350, 8042, 2761 "Palm Tower", 2760 "Palm Top", 2608 "Pacific Crest" (NY-LA car), private car "Hulham".

*LAKE SHORE LIMITED, train 449 at Pittsfield MA, Dec 24: engine 328 (E8); cars 5651, 3321 "Molly Pitcher", (no sleeper; power failure in snack lounge 3321). #448 at Pittsfield Dec 31: engines 415, 447 (E8A's), 2830 "Klamath Valley", 5654, 3323 "Johan Prinz". #449 at Pittsfield Jan 1: engine 447 (E8); 3323 "Johan Prinz", 2836 "Missouri Valley", 5656. #448 at Pittsfield Jan 4: engine PC 292 (E8); cars 3321 "Molly Pitcher", 2816 "Potomac River", 5681, 5651, 5646. #49 at Toledo Dec 24: engines 599, 542; cars 1516, 2521, 2817, 8334, 5650, 5642, 5647 (NY-Chi section); 2830 "Klamath Falls", 5654, 5661 (Boston-Chi section); 3254 "City of Chicago" added after Albany. #49, Berea, OH, Jan 3: engines 542, 633; cars 1525, 2832, 8337, 5648, 5653, 5642, 2836, 5656, 3253 "City of Cleveland." #48 same place: engines 591, 590; cars 1516, 2304, 2816, 5681, 5651, 5646, 8341, 5650, 6419 3254. #49 same place Jan 4: engines 596, 344; cars 1532, 2601, 8339, 5682, 5659, 5645, 2014, 5655, 3203 "Crystal Stream." #48 at Chicago Jan 4: engines 639, 542; cars 1525, 2832, 2836, 5656, 8337, 5648, 5653, 3253. #449 at Pittsfield Jan 7: engine 430 (E8); 2834 "Navajo Valley", 5655, 3321, GE 100 (General Electric test car deadhead). #449, Pittsfield Jan 8: Engine 322 (E8); cars 2016 "Thrush", 2402 "Bois de Sioux River", 5654, 3323. Same, Jan 9: Engine 298 (E8); cars 2533 "Oriole", 5646, 3321 (train 50min late). Same Jan 14: Engine PC 265 (E8); cars 2804 "Angel Island", 5658, 3323. #49 Cleveland Jan 25: engine 595; cars 1513, 2533 "Oriole", 8338, 5664, 5642, 2402, 5658. #48 at Cleveland Jan 31: engine 600; 1517, slumbercoach 2026, 2626 "Pacific Plateau", 2604 "Pacific Cape", 5646, 8330, 5657, 5643. #49 at Cleveland Feb 1: engine 601; cars 1533, 2834, 8331, 5651, 5653, 2533, 5655.

*CANADIAN, CP Rail #1 at Vancouver Jan 21: engines 1402, 4669; baggage 605, coach 109, Skyline 512, diner "Louise", sleepers "Chateau Latour", "Sherwood Manor", slpr-obs "Riding Mountain Park". Same Jan 23: engines 8523, 8512; baggage 607, coach 114, Skyline 507, diner "Kent", sleepers "Chateau Roberval", "Aylmer Manor", slpr-obs "Prince Albert Park."

PANAMA LIMITED: train 58 at Memphis Jan 9: engines 716, 617; cars 1095, 2151, 2535 "Swan", 8029, 5414, 5630, 6050, 5011, 3345. (*"Swan" apparently renumbered--from 2015--into conventional sleeper series, tho it's a slumbercoach. Reader says space being sold at regular roomette-bedroom rates. Car 3345, roundend obs, had illuminated PANAMA LIMITED drumhead.) #58 at New Orleans Jan 13: engines 718, 615; cars 1095, 2680 (deadhead), 2152 "Silver Hyacinth", 2380, 8025, 6024, 5417, 6014, 3345. #59 New Orleans Jan 13: Engines 706, 616; cars 6026 & 7000 (deadheads), 1095, 2154 "Silver Orchid", 2600 "Pacific Bay", 8099, 6077, 6050, 5011, 3345. #58 New Orleans Jan 15: engines 716, 713 (GE P-30 diesels), 1917 (power car); cars 1039, 2154 "Silver Orchid", 2535 "Swan", 8029, 6011, 6046, 6014, 3345 (apparently first use of P-30's & power car on this train).

*SOUTHERN CRESCENT, SR #2 at Lake Pontchartrain, LA, Jan 16: Engines 6904, 6916, 6915, 6908, 6910; cars 711 bag-dorm, coach 838, diner 3307, coach 662, 2008 "Pacolet River", 2635 "Pacific Spray", dome 1602.

*COAST STARLIGHT: #11 at San Luis Obispo Feb 13: Engines 569, 559; cars 1157, 2365 "Regal Hill" (used as dorm), 4518, 4495, 4860, 4820, 4852, 4482, 3334, 8034, 2732 "Pine Shore", 2728 "Pine Peak". Same, #14: engines 553, 551; cars 1033, 1503 "San Pascal", 4530, 4851, 4531, 4866, 4821, 4859, 3331, 8030, 2710 "Pine Arroyo", 2722 "Pine Island", deadheading DOT test cars T-1 & T-3. #14, San Luis Obispo, Feb 14: same as #11 Feb 13, plus private car "Hulham" on rear, and dorm 1510 in place of 2365. #11 at Seattle Jan 2: engines 346 (!), 552, 554; cars 1033, 1503, 4531, 5228, 4548, 4541, 8106, 4867, 4482, 4500, 5231, 5017 "Silver Cinch", 5691, 3334, 8030, 2710 "Pine Arroyo", 2720 "Pine Gorge", 2350 "Regal Dome."

*PIEDMONT, SR #6, Charlotte, NC, Jan 2: engines 6149, 6146, 6137; bag-express 1727, coach bar lounge 955, heavyweight coaches 661, 1038.

*MONTREALER, #60 at NYC Jan 3: engine 923 (GG-1); cars 1043, 2100 "Everglades", 2776 "Alachua County", 2704 "West Palm Beach", 2768 "Portsmouth", 8301, 3964, 5424, 6810, 5666, 6424, 6022, CN sleeper 2026 "Thunder Bay" (deadhead).

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